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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M)(20 June 68) FOR OT RD 682088

27 June 1968

**SUBJECT: Operational Report - Lessons Learned, Headquarters, 159th
Transportation Battalion (Tml), Period Ending 30 April 1968 (U)**

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

C. A. Stanfield
C. A. STANFIEL
Colonel, AGC

Acting The Adjutant General

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DEPARTMENT OF THE ARMY
159TH TRANSPORTATION BATTALION (TERMINAL)
APO 96269

AVCA DNG-159-CO

SUBJECT: Operational Report of 159th Transportation Battalion (Terminal) for
Quarterly Period Ending 30 April 1968 Reports Control Symbol CSFOR-65

THRU: Commanding General, US Army Support Command, Da Nang, ATTN:
AVCA-DNG-CO, APO 96337

Commanding General, 1st Logistical Command, ATTN: AVCA-GO-O,
APO 96384

Commanding General, United States Army Vietnam, ATTN: AVHGO-DST,
APO 96375

Commander-In-Chief, United States Army, Pacific, ATTN: GPCP-OT,
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C., 20310

SECTION 1

SIGNIFICANT ORGANIZATIONAL OR UNIT ACTIVITIES

NARRATIVE SUMMARY

1. (c) Command

a. (c) During this reporting period the 159th Transportation Battalion (Terminal) had a complete change of organizational structure, mission and location. On 7 February the Battalion was relieved of its mission of operating the LST Beach and outer harbor discharge at Qui Nhon and was alerted to a new mission of operating a logistical-over-the-shore (LOTS) site in I Corps Tactical Zone (ICTZ). All companies were released from our control and were attached to the 394th Transportation Battalion (Terminal). February was spent in planning, equipping and moving to the new location. A completely new set of companies, as shown by the organizational chart on inclosure 1, were attached

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SECTION 1 (Continued)

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to this Battalion upon arrival at the LOTS site near Thon My Thuy, RVN. The 159th Battalion remained assigned to the 5th Transportation Command (Terminal) until the move was made on 29 February 1968. Then it was assigned to the Da Nang Support Command (Provisional), whose headquarters is at Da Nang, RVN. The 159th Battalion remains a major subordinate command of the Da Nang Support Command (Provisional)

b. (u) At the start of the reporting period Major Robert Marsh was commanding the 159th Transportation Battalion (Terminal) as Lieutenant Colonel Sunder had not yet returned from emergency leave. Major William Dimon, who was in Da Nang investigating the forthcoming Battalion PCS, returned to Qui Nhon and assumed command of the 159th Transportation Battalion on 2 February 1968. Lieutenant Colonel Sunder returned on 15 February and again assumed command.

c. (c) Because of the change in location and mission the following units were released from attachment to this battalion on 7 February 1968:

- (1) Transportation Company (BARC) (Provisional)
- (2) 854th Transportation Company (Terminal Service)
- (3) 264th Transportation Company (Terminal Service)
- (4) 544th Transportation Company (Medium Boat)
- (5) 1098th Transportation Company (Medium Boat)

Upon departure from Qui Nhon on 29 February the Transportation Company (BARC) (Provisional), less one platoon, was reattached and the 71st Transportation Company (Terminal Service) was attached from the 394th Transportation Battalion (Terminal). Following arrival at the LOTS site the 403rd Transportation Company (Terminal Transfer) from Cam Rahn Bay and the 625th Supply and Service Company (Direct Service) from An Khe were attached. The 165th Transportation Company (BARC) arrived from the 499th Transportation Battalion (Terminal) in Thailand on 23 March on TCS with its maintenance support unit the 253rd Maintenance Detachment. The 561st Transportation Company (Terminal Service) from Saigon was assigned to the 159th on 24 March to complete the complement of units under our direct control.

d. (u) The following significant personnel changes occurred during the reporting period.

(1) A Protestant Chaplain, Chaplain (CPT) Clyde Northrop, was assigned on 20 March and has done a fine job for the well-being of the Battalion here on the beach.

(2) Major William Dimon, Battalion S-3, was transferred to the staff of Da Nang Support Command (Provisional) headquarters on 21 April and Captain Clarence I. Lewis Jr. assumed the duties as Battalion S-3.

(3) Sergeant Major Jacob Miller departed on 4 April for assignment at Fort Story, Virginia. First Sergeant Earl L. Campbell from the Transportation Company (BARC) (Provisional) moved up to fill in as acting Sergeant Major.

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SECTION 1 (Continued)

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(4) During April the following changes were made in unit commanders

(a) Captain Vlasics returned to CONUS and was succeeded as commander of the Transportation Company (BARC) (Provisional) by Captain Frederick Hill on 10 April.

(b) Captain Happe left for an ITT to Thailand and was succeeded as commander of the 625th Supply and Service Company by 1LT Kenneth H. Van Pala on 18 April.

(c) 1LT Lawrence M. Stefani, upon departure for CONUS, relinquished duties as the Battalion Adjutant and commander of HHD to 1LT Rodger C. Foster on 8 April.

e. (c) Presently the Battalion command structure is as follows:

<u>UNIT</u>	<u>COMMANDER</u>
159th Transportation Battalion (Tml)	LTC Charles H. Sunder
HHD, 159th Transportation Battalion (Tml)	1LT Rodger C. Foster
Transportation Company (BARC) (PROV)	CPT Frederick Hill
165th Transportation Company (LARC)	1LT George F. Ames
71st Transportation Company (TS)	CPT Freddie Schoppert
561st Transportation Company (TS)	CPT John C. DeVitto
403rd Transportation Company (TT)	CPT Leonard A. Olds
625th Supply and Service Company (DS)	1LT Kenneth Van Pala

2. (c) Personnel, Administration, Morale and Discipline

a. (c) The necessity for detailed organization of personnel actions and records became apparent in the early stages of movement preparations. Most units found it necessary to have additional personnel assigned to them to reach the required 85% strength figure required for deployment. The transfer of personnel and their records was accomplished with maximum accuracy and minimum confusion and was greatly responsible for the continuance of high "esprit de corps" and morale during and after the move.

b. (u) Many problems concerning personnel actions to include pay actions and promotions were encountered due to transfer of records and the reorganization and relocation of personnel sections at all levels. However, because of the cooperation between headquarters problem areas were quickly recognized and actions were initiated to deter reoccurrences.

c. (u) Due to the enthusiasm generated by the move and the demanding work schedule during the initial stages of relocation and readjustment, morale was high and the need for disciplinary action was nill as evidenced by the fact that no Article 15's or Court-Martials were administered in February and only five Article 15's and no Court-Martials were administered in March. In April, nineteen Article 15's were administered. This was partially due to the installation of new unit commanders who had new policies and was also evidence that the work load was becoming routine and the need for recreation and other such escapes was growing.

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SECTION 1 (Continued)

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d. (u) Two Special Court-Martials were conducted in April, but these were both cases that were carried over from another Battalion as a result of new units being assigned to the 159th Transportation Battalion (Terminal).

e. (c) For the entire Battalion, there were a total of 24 Article 15's and two Court-Martials for a percentage of 1.1% of our present strength and there was only one AWOL for the entire reporting period.

f. (u) There has been a severe shortage of school-trained personnel among new arrivals throughout the reporting period, particularly in the MOS fields 61D and 61E. At present there exists a lack of school-trained LARC LX mechanics in the MOS fields 61E20, 61E30 and 61E40. Four school-trained mechanics are presently assigned, whereas eighteen are authorized. One school-trained operator is assigned, whereas twenty-four are authorized. The LARC's LX have continually been operated by reduced crews. Although the number of total replacements has reached a point of adequacy, the shortage of MOS 76V20, fork-lift operators, has required extensive on-the-job training of new personnel to fill these positions. The personnel situation is much improved over that of the previous reporting period.

3. (c) Operations

a. (c) The mission of the 159th Transportation Battalion was changed during the reporting period from that of operating the LST Beach and outer harbor at Qui Nhon, RVN, to one of operating a LOTS (Logistical-over-the-shore) operation in support of ICTZ. The LOTS site, named Wunder Beach, is located near the village of Thon My Thuy, RVN, approximately sixteen miles south of the DMZ and eight miles due east of Quang Tri City on the South China Sea. The Battalion was alerted to move at the beginning of February and spent the month on a hold status; acquiring and packing up equipment and materials. Operation of the LST Beach and outer harbor at Qui Nhon continued and personnel of the 5th Transportation Command (Terminal) were trained for the change in responsibility. The first element of the Battalion moved out aboard the LSD USS Comstock, on 29 February 1968 and landed at the present location on 2 March 1968. The trail element left Qui Nhon on 5 March 1968 aboard the LSD USS Alamo, and closed at the beach on 6 March 1968. Both elements consisted of portions of HHD, 159th Transportation Battalion, BARC Company (PROV) and 71st Transportation Company (TS), the initial units on the beach.

b. (c) All units assigned to the Battalion during the previous reporting period were detached and remained in Qui Nhon with the exception of the BARC Company. The Battalion was assigned an additional five companies, the 71st Transportation Company (TS), the 561st Transportation Company (TS), the 403rd Transportation Company (TT), the 165th Transportation Company (LARC) and the 625th Supply and Service Company (DS).

c. (c) The role of the 71st Transportation Company (TS) is discharge of deep draft vessels in the stream and discharge of LST's, LCU's and LCM's on the shore.

d. (c) The 561st Transportation Company (TS) was assigned the mission of deep draft discharge in the stream and the responsibility of providing MHE for lighterage discharge and vehicle discharge and loading in the Class I, II, III and IV Depots.

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SECTION 1 (Continued)

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e. (u) Both terminal service companies had previously performed deep draft vessel discharge at pierside; consequently on-the-job training was necessary to prepare and accustom them to stream and beach operations. The training went rapidly and in good order and both units are now performing their mission with competence.

f. (c) The 403rd Transportation Company (TT) has responsibility of providing personnel and MHE to operate the Class V depot (ASP), and also vehicles for beach clearance. One platoon of the 403rd is divorced from the beach operation and is operating an LCU ramp at Dong Ha under control of the Naval Support Activity in Da Nang.

g. (c) The 165th Transportation Company (LARC) and the Transportation Company (BARC)(PROV) provides lighterage from ship to shore and across the shore to the inland storage areas.

h. (c) The 625th Supply and Service Company (DS) provides the personnel to manage the depot storage areas with the exception of the Class V yard. They also provide limited MHE.

i. (c) Because of the mild beach gradient in the area it was necessary to install a floating pontoon causeway for use in discharging LST's on the shore. The causeway was installed and maintained by ACB-1 (Amphibious Construction Battalion #1) from Yokuska Naval Base, Japan.

j. (c) In order to increase the over the beach tonnage capabilities in spite of the low gradient, Vinnell Corporation is in the process of constructing an LST basin. The basin will consist of two jetties fabricated from submarine or anti-swimmer nets with the basin being dredged out. The project is approximately 40% complete at present and will have a capacity for beaching four LST's. Additionally Vinnell Corporation has on site, ten Kenworth trucks and trailers especially designed for operations in sand. Trucks are normally used for convoys but also provide an excellent beach clearance capability.

k. (c) Significant accomplishments:

(1) (u) Continuity of operations on the LST Beach and in the outer harbor at Qui Nhon were maintained during the transition period while the Battalion was preparing to move by training 5th Transportation Command personnel on the job.

(2) (u) HED, 159th Transportation Battalion, 71st Transportation Company and BARC Company planned and loaded aboard USS Comstock and USS Alamo for the move north. Battalion loaded itself at port of embarkation and discharged itself at destination. Other than discharge of USS Comstock LOTS operation commenced on 5 March 1968 with the arrival of AKA USS Washburn, at Wunder Beach.

(3) (u) From 10 March 1968 through 30 April 1968, 62,855 S/T of cargo were moved across the shore at the LOTS site. This is a daily average of 1209 S/T. During this time we were not only hampered by bad weather, difficult terrain and enemy activity, but had to perform the task of base development in a total wilderness. Wunder Beach is now a great success and is probably the largest and most significant U.S. Army LOTS

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SECTION 1 (Continued)

operation in the world today.

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(4) (u) During the course of the time spent here the Battalion has discharged a total of fifty-six vessels (10 LCU's, 25 LST's and 21 deep draft) and has worked eleven tankers.

(5) (c) A complete beach depot was established with all classes of supplies.

(6) (u) Reefer facilities were constructed and power secured to provide "A" ration capability to support units in ICTZ. "A" rations began arriving on the 21st day of April 1968 with the first issue on the following day. There is presently 19,200 cubic feet of reefer storage space at this location.

(7) (u) A field bakery was established with a daily production averaging 11,000 to 12,000 pounds.

(8) (u) MCB-10 (Mobile Construction Battalion #10) and a detachment from the Marine 7th Separate Bulk Fuel Company constructed the POL farm which consists of nine banks of six each 10,000 gallon collapsable bladders for storing 540,000 gallons of a combination of the following fuels: diesel, JP-4, mogas and avgas. MCB-10 also performed initial construction efforts on a helicopter refuel pad and sling-out area, the ASP sling-out pad and the roads and defenses in and around the LOTS site.

(9) (u) A causeway was constructed by the U.S. Navy and our units have become proficient at discharging LST's that marry up to it. We have also established a harbor control system in our operation.

4. (u) Training

a. (u) Since the 561st Transportation Company (TS) and the 71st Transportation Company (TS) were previously engaged in pier operations, a mammoth retraining program began immediately. These units are now proficient in LOTS operations which include the use of lighterage, in the stream discharge and the discharge of LST's on a causeway.

b. (u) Extensive on the job training is still required and utilized for new personnel who have had no experience in operating and maintaining our highly technical equipment such as LARC V's, LARC LX's, rough terrain forklifts, etc.

5. Intelligence. None

6. (u) Logistics

a. (u) The time between the alert order and the actual move of the 159th Transportation Battalion to Wunder Beach was spent procuring much needed supplies for the move. A fifteen day supply of "C" rations were obtained for the transit period and the initial time spent on the beach. This quantity proved sufficient until the depot on location was stocked. Ammunition was obtained to insure that all personnel were equipped with double the basic load. All 3.5 Rocket Launchers were turned-in and light Anti-Tank Weapons were issued in their place. Arrangements were made to obtain a water purification unit.

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SECTION 1 (Continued)

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This equipment was essential for the move to the under-developed area. An AN/GRC-46 was obtained just prior to the move on 2 March 1968. This piece of equipment has been invaluable in transmitting and receiving much needed information.

b. (u) Upon arrival at this location the logistical problems were compounded by the distance critically needed supplies have to be transported. A liaison officer was sent to Da Nang to assist in procuring the supplies and making coordination for shipment to this location. Through close coordination with the USASUPCOM DNG (PROV) staff, the army depot and the Naval Supply Activity in Da Nang, critically needed items were procured and shipped with the least amount of delay.

c. (u) Construction of bunkers for troop billeting began immediately upon arrival to the Wunder Beach site. All personnel are living in sand bag bunkers. The barrier material was obtained from the depot on location. Upon completion of the troop bunkers, construction emphasis was placed on maintenance facilities and mess facilities. These facilities have greatly enhanced the ability of this organization to accomplish its mission and has increased troop morale. A PX troop store is presently under construction. Upon completion it will be utilized by all personnel at Wunder Beach.

d. (u) Initially, there was great difficulty in obtaining spare parts. This has been partially relieved because of command emphasis and the experience gained as the weeks passed. The Vinnell Corporation was contracted to perform maintenance and this has helped greatly. However, a continuing lack of spare parts still somewhat impedes our capability.

7. (c) Organization

a. (c) The 159th Transportation Battalion's complete organizational structure is attached as inclosure 1. On 7 February, all units under the Battalion at Qui Nhon were detached and the Battalion Headquarters Detachment was put in a hold status in preparation for a PCS to Wunder Beach. The units lost were the 264th Transportation Company (TS), the 854th Transportation Company (TS), the 1098th Transportation Company (ME), the 544th Transportation Company (ME) and the Transportation Company (BARC) (Provisional). These units were attached to the 394th Transportation Battalion (Terminal). When the 159th made its move, the Transportation Company (BARC) (Provisional) was reattached. Also the 71st Transportation Company (TS) was transferred from the 394th Transportation Battalion (Terminal) to this Battalion. While at Wunder Beach, the following units were attached to the 159th Transportation Battalion: the 561st Transportation Company (TS), the 403rd Transportation Company (TT), the 165th Transportation Company (LARC) and the 625th Supply and Service Company (DS). There are several small detachments which are shown as inclosure 1.

8. Other. None

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SECTION 2

COMMANDERS OBSERVATIONS, EVALUATIONS AND RECOMMENDATIONS

1. Personnel, Administration, Morale and Discipline: NONE

2. Operations.

a. (u) ITEM: BARC discharge.

(u) OBSERVATION: Discharge of BARC's on the shore has proven to be somewhat difficult because of the steep ramp incline. The problem is especially difficult for new RT forklift operators.

(u) EVALUATION: By digging a large pit in the sand, with a dozer, at the point of discharge, the cargo deck of the BARC can be brought almost to ground level when it drives into it. This brings the ramp down flat or with a minimum incline and allows RT forklifts to work the cargo with ease. It also reduces the wear and tear on forklift engines and brakes and reduces the possibility of an accident.

(u) RECOMMENDATION: That the above method be disseminated as BARC operations doctrine.

b. (u) ITEM: Shipment of reefer boxes.

(u) OBSERVATION: A shipment of pre-constructed 1,600 cubic foot reefer boxes were received at Wunder Beach for the storage of "A" rations.

(u) EVALUATION: Upon arrival, it was discovered that the reefer boxes had been extensively damaged during shipment. The units had to be completely disassembled and reconstructed. Of a total of ten reefer boxes shipped, only six could be made operational. Had the reefer boxes been shipped disassembled, much damage could have been prevented.

(u) RECOMMENDATION: That reefer boxes be shipped disassembled.

c. (u) ITEM: Breakage of forklift chains.

(u) OBSERVATION: When forklifts are working cargo on a sandy beach sand gets in their chains causing them to tighten and break when moved. The broken chains cause the forklift to be dead-lined and results in much lost productive time.

(u) EVALUATION: The broken chain problem can be alleviated by:

(a) Loosening the chain.

(b) Cleaning the chains frequently.

(u) RECOMMENDATION: That this information be published in operators manuals and appropriate TM's.

SECTION 2 (Continued)

d. (u) ITEM: Completely filling out (cubing out) the well deck of a LARC V.

(u) OBSERVATION: By completely filling the well deck of a LARC V with a large, bulky type cargo, the stevedores are left no room to maneuver, thereby causing inefficient handling of cargo and increasing the danger of injury to the operator and the stevedores.

(u) EVALUATION: Cubing out the well deck of a LARC V does not give the stevedore jumpers enough room to properly manipulate the cargo in a safe manner. Excessive time is used in placing the cargo on the LARC V and also a greater amount of time per pallet is used in discharging it at the receiving end. The possibility of this cargo ending in or on the cab is also greatly increased.

(u) RECOMMENDATION: That operational requirements permitting, LARC V's do not carry cargo that will cube out their well decks.

e. (u) ITEM: Hauling of cement and tar in LARC LX's.

(u) OBSERVATION: A considerable maintenance problem occurs whenever cement or tarry liquids are transported in LARC LX's. The containers of these items of cargo are frequently damaged, allowing the cement and tar to block the cargo well pumps and sea cocks in the bows of the amphibious craft. LARC LX's must be dead-lined for several hours after hauling these items in order that the pumps and sea cocks can be cleaned.

(u) EVALUATION: LARC V's are not susceptible to the problem of having bilge pumps and sea cocks gummed by cement and tar when these items are hauled by them.

(u) RECOMMENDATION: That LARC LX's not be used for hauling such cargo as cement and tar whenever other transportation, that can handle the product expeditiously, is available.

f. (u) ITEM: Forklift projos slings.

(u) OBSERVATION: Projos are brought in from the stream in amphibious lighterage. Forklifts move them from the amphibious to the storage area or to waiting trucks.

(u) EVALUATION: At best, a forklift can lift only three pallets of projos at one time on its prongs, and it takes a very skilled operator to do it efficiently. Projo hooks, rigged and adapted for use on forklift prongs have proven to be much more expeditious. In this way, four pallets can be moved in one lift by the least experienced operator. This has greatly reduced discharge time.

(u) RECOMMENDATION: That projo hooks, adapted for use on forklift prongs, be used for discharge of projos from lighterage.

g. (u) Lighterage for discharge of reefer ships.

(u) OBSERVATION: In Qui Nhon BARC's were used for reefer operations. They provided the capability of loading shipside and driving right to the Class I yard in the depot. The same capability exists at Wunder Beach, however LARC V's

SECTION 2 (Continued)

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are also available and are better adapted for this type of operation.

(u) EVALUATION: In the case of instream discharge of reefer ships, it is desirable to have lighterage that can make a quick turn-around from the ship to the reefer yard where the rations are to be stored. LARC V's are smaller, faster and more maneuverable. A LARC V can be loaded to capacity quickly thus reducing the chance of food spoilage on hot days. The LARC V takes approximately two drafts of cargo, which is left in the cargo nets. It is then driven directly to the reefer box doors where the cargo is to be off-loaded. The LARC V's side discharge capability provides an easy means for discharging by mounting roller conveyers from the side, directly to the cargo stack. LARC V's used for reefer shuttle must be equipped with side curtains to protect the food from splashing water. This method of operation has proven extremely satisfactory.

(u) RECOMMENDATIONS: That in LOTS operation, LARC V's be used in handling reefer cargo whenever possible, especially in warm weather.

h. (u) ITEM: Use of military cargo vehicles for beach clearance.

(u) OBSERVATION: When using 2½ ton and 5 ton cargo trucks for beach clearance, getting the cargo in and out of the truck beds had presented a problem.

(u) EVALUATION: The most satisfactory way to use military 2½ ton and 5 ton cargo vehicles for beach clearance is to construct a wooden cargo deck above the bed of the truck and level with the metal side panels. This allows expeditious loading and unloading with a forklift from any of three sides of the truck.

(u) RECOMMENDATION: That wooden cargo decks be constructed in 2½ ton and 5 ton cargo trucks when they are used in beach clearance and short haul where speed is necessary, and especially when forklifts are available.

3. Training: NONE

4. Intelligence: NONE

5. Logistics.

a. (u) ITEM: Malfunction of the crab lock cylinder on the 6,000 pound Anthony and the 10,000 pound Pettibone rough-terrain forklifts.

(u) OBSERVATION: Due to the adverse working conditions at Wunder Beach, we experienced an extremely high dead-line rate on RT forklifts due to bent crab lock cylinders.

(u) EVALUATION: It has been discovered that the cylinders were bending due to the extreme amount of pressure being exerted on them when shifting from manual steering to crab or vice-versa. It has been found that less pressure is exerted on the cylinder when the forklift is shifted from manual steering to crab and vice-versa while moving at a slow rate of speed.

(u) RECOMMENDATIONS: That forklifts move slowly when shifting from manual steering to crab or vice-versa. That this be included in the operator's manual for this type forklift.

13 SECTION 2 (Continued)

b. (u) ITEM: Electric forklifts and 36 volt batteries.

(u) OBSERVATION: Coast Guard safety regulations require the use of equipment with non-internal combustion engines when handling ammunition within the hold of a cargo ship. At the present time this necessitates the use of electric forklifts and 36 volt batteries. Experience has proven that for "in the stream" discharge of ammunition this is a difficult and expensive operation. Because of the many handlings at the shore, on and off lighterage, and the many transfers to and from the ship by ship's gear, considerable damage to the forklifts and batteries results and much lost time ensues.

(u) EVALUATION: Some more efficient means needs to be developed that provides a longer operational life and is easily and economically recharged or refilled on board ship, or can be taken to and from the ship with ease. The iron-clad lead-acid or nickel cadmium batteries we are presently using have proven to be too bulky, too expensive, too susceptible to damage, and short lived for our use.

(u) RECOMMENDATION:

(a) That a hydrazine cell power source or liquid or gas source of non-combustible power be developed to operate forklifts in the holds of ammunition ships.

(b) That this equipment be made a part of the TO&E of a Transportation Company (Terminal Service) or that this unit be easily augmented by special authorization when the unit is assigned the mission of discharging ammunition ships in the stream.

Charles H. Sunder
CHARLES H. SUNDER
LTC, TC
Commanding

15
AVCA-DNG-GO (Undated) 1st Ind
SUBJECT: Operational Report of 159th Transportation Battalion (Terminal)
for Quarterly Period Ending 30 April 1968 Reports Control Symbol
CSFOR-65

HEADQUARTERS, US ARMY SUPPORT COMMAND, DA NANG (PROV), APO 96337

Commanding General, 1st Logistical Command, ATTN: AVCA-GO-O, APO 96384

1. (U) The Headquarters and Headquarters Detachment of the 159th Transportation Battalion (Terminal) engaged in logistical support operations for fifty-eight days, spent seventeen days moving from Qui Nhon to the LOTS site and fifteen days were used in individual and unit training for a total of ninety days during the reportind period.

2. (U) The Operational Report for Quarterly Period Ending 30 April 1968 from the 159th Transportation Battalion (Terminal) has been reviewed and is considered adequate with the following comments:

a. (U) Section 2, Paragraph 2a, Item: BARC Discharge. This concept of discharge of LARC LTs is presently taught at the Transportation School as a field expedient. It is also covered in TM 55-513, Transportation Stevedoring, dated February 1961, page 140-141.

b. (U) Section 2, Paragraph 2b, Item: Shipment of reefer boxes. The 1600 cubic feet reefer boxes had been in use at Cam Ranh Bay and therefore were fully assembled. When it was decided to move these reefer boxes to the LOTS site at Wunder Beach, the Director of Food, 1st Logistical Command suggested they be moved intact since this had been done before with great success. It was also believed that if the reefer boxes had been disassembled, there was a great possibility some of the hardware would be lost or some panels misplaced. Normally the reefer boxes are shipped disassembled. The immediate need for the reefer boxes at the LOTS site also affected the decision to ship them fully assembled.

c. (U) Section 2, Paragraph 2c, Item: Breakage of forklift chains. Request that US Army Materiel Command Customer Assistance Office evaluate recommendation and publish proposal in maintenance bulletin.

d. (U) Section 2, Paragraph 2e, Item: Hauling cement and tar in LARC LXs. LARC LXs are susceptible to having bilge pumps and sea cocks gummed by cement and tar when these items are hauled by them. However, LARC Vs are not susceptible. Recommend 1st Logistical Command publish command letter restricting classes of cargo to be hauled by LARC LXs. In addition, Department of the Army should seek a solution to this problem if possible. If amphibians must be used in LOTS operations, they

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AVCA-DNG-GO (Undated) 1st Ind

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should be required to handle all commodities, many of which are capable of clogging bilge pumps and sea cocks of LARC LXs.


e. (U) Section 2, Paragraph 2g, Item: Lighterage for Discharge of Reefer Ships. This is taught at the Transportation School.

f. (U) Section 2, Paragraph 2h, Item: Use of Military vehicles for beach clearance. This field expedient is taught by the Transportation School for short haul, quick turnaround, and to get maximum load on the truck. Recommend that Army truck bodies be procured with at least one folding side to facilitate loading with forklifts.

g. (U) Section 2, Paragraph 5a, Item: Malfunction of crab lock cylinder on 6,000 pound Anthony and 10,000 pound Pettibone rough terrain forklifts. Request that US Army Materiel Command Customer Assistance Office evaluate recommendation and publish guidance in maintenance bulletin.

h. (U) Section 2, Paragraph 5b, Item: Electric forklifts with 36 volt batteries. Do not concur with recommendation (a). The present state of the art would not permit introduction of a hydrozine power cell source that would be economically feasible. Emphasis should be on careful operation and movement from landing craft to ship. A cage is being shipped which would completely enclose the electric forklift and its batteries for movement from ship to shore. Recommend that this cargo be evaluated as a solution to the problem. The Transportation Company (Terminal Service) should be authorized electric forklifts by TOE as gasoline forklifts cannot be used in ship holds for many commodities, such as ammunition or POL products and in many type vessels due to ventilation hazards.

FOR THE COMMANDER:


W.R. SWEARNGAN
LTC, AGC
Adjutant General

AVCA GO-0 (Undated) 2nd Ind

SUBJECT: Operational Report of 159th Transportation Battalion (Terminal)
for Quarterly Period Ending 30 April 1968 Reports Control Symbol
CSFOR-65 (U)

DA, Headquarters, 1st Logistical Command, APO 96384 3 JUN 1968

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375

1. (U) The Operational Report - Lessons Learned submitted by Headquarters, 159th Transportation Battalion (Terminal) for the quarterly period ending 30 April 1968 is forwarded.

2. (U) Pertinent comments follow:

a. Reference Section 2, paragraph 2e, hauling of cement and tar in LARC LX's. Concur with the evaluation and recommendation of the unit. Nonconcur with recommendation by Da Nang Support Command that a command letter be published restricting classes of cargo to be hauled by LARC LX's. This problem is well known to amphibious operators and is avoided whenever possible.

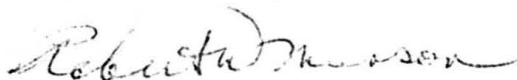
b. Reference Section II, paragraph 5a. Concur. This particular problem has been previously identified and is under study by USAMECOM.

3. (U) Concur with the basic report as modified by Indorsements. The report is considered adequate.

FOR THE COMMANDER:

TEL: LBN 2684

Copy Furnished
159th Trans Bn
USASUPCOM, DNG (PROV)



ROBERT W. MUNSON
1 LT AGC
Asst AG

AVHGC-DST (Undated) 3d Ind CPT Arnold/ms/LBN 4485
SUBJECT: Operational Report of 159th Transportation Battalion (Terminal) for
Quarterly Period Ending 30 April 1968 Reports Control Symbol CSFOR-65

HEADQUARTERS, US ARMY VIETNAM, APO San Francisco 96375 8 JUN 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: CPOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1968 from Headquarters, 159th Transportation Battalion (Terminal) as indorsed.
2. Concur with report as submitted.

FOR THE COMMANDER:

C. S. Nakatsukasa
C. S. NAKATSUKASA
Captain, AGC
Assistant Adjutant General

Copies furnished:
HQ, 1st Log Cmd
HQ, 159th Trans Bn (Term)

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GPOP-DT (undtd) (U) 4th Ind


SUBJECT: Operational Report of HQ 159th Trans Bn (Term) for Period
Ending 30 April 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 14 JUN 1968

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

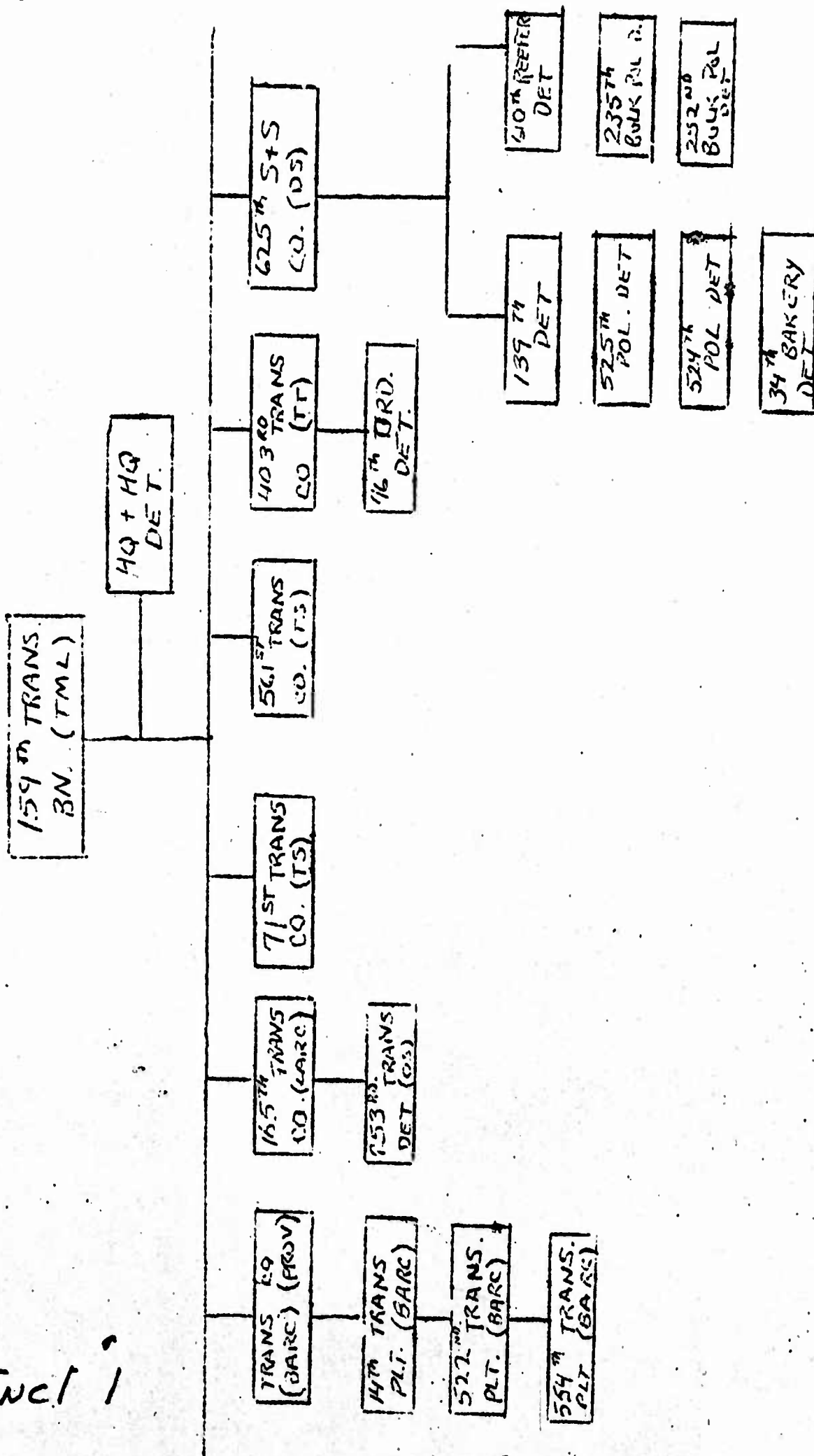
This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



K. F. OSBOURN
MAJ, AGC
Asst AG

Incl 1



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